TCS#2305-57
Copy [redacted] 8 of 8
15 November 1957

STEAM AND POWER PLANT ASSOCIATED WITH THE URANIUM PRODUCTION FACILITY AT NOVOSIBIRSK

The power station at Yeltsovka had an initial installation visible in ground photography of 1953 with two cooling towers. The dimensions of buildings and cooling towers indicate that this installation probably had three 6 MW turbines and five 50 T/hr boilers. (See Yursneva & Lagovskiy- Teplovye Elektricheskie Stantsii pp 234-235 & 240)

The dimensions of the newer turbine and boiler houses fit those of an installation having two 25 MW turbines and four 170 T/hr boilers. There is probably a considerable amount of steam capacity in excess of the turbine requirements. This is also borne out by the fact that there are steam distribution lines visible on the photography. This part of the station was not in service at the time of photography.

There is a typical control and switch house connected by an enclosed overhead walkway which was visible in the 1953 photography. The switch house probably has been extended to accomodate the additional equipment required by the new generating capacity.

No transformers are identifiable at the power station, and no overhead transmission is visible on the site.

From the power station switch house there is an overhead enclosed walkway which may contain power cables, and an unidentified building which may be a distribution substation.

However, running cables in such a structure has not previously been encountered so this interpretation is rather dubious.

A substation building with two 7.5-15 Mva transformers outside is located near the railroad tracks in the large fence-enclosed section of the site. This was also visible in 1953 photography.

Power to this substation apparently arrives by cables, terminating indoors. The high side voltage of these transformers lies within the range of 10 Kv to 35 Kv., and the low side from 2 Kv to 6 Kv. Most probable ratio is 20 Kv to 6 Kv.

Distribution from this substation probably serves the building in the immediate area, but might possibly be broadened radially to as much as five miles.

Power at consumption locations is probably stepped down to about 220/380 v or 500 v. However, large motors of 200-500 Kw capacity are operated at 3000 or 6000 volts.

This brief discusses five rail spurs that appear on photography of [redacted] 25X1D along the two rail lines connecting Bialystok, Poland with Volkovysk, USSR, and Grodno, USSR, respectively (Figure 1). Collateral has alleged that two guided missile sites were constructed in this area prior to [redacted] 25X1D An analysis of five rail spurs in this area has been made to determine if any of them are associated with the reported missile activity. It has been concluded from photographic analysis and additional collateral that these spurs service transloading sites, probably for military use.

Three spurs (Sites 1, 2, and 3) leave the Bialystok-Volkovysk main line. Sites 1 and 2 are located 3.7 nm from the Soviet-Polish border and Site 3 is 12.1 nm from the border. The other two spurs (Sites 4 and 5) leave the Bialystok-Grodno main line at points 16 and 7.2 nm, respectively, from the border. The two main lines probably have Russian and European standard gauge tracks with one Russian and one European gauge track leading into each site. The five sites are also characterized by locations ~~in~~ in isolated wooded areas.

Sites 1, 2, and 3 are located along the Bialystok-Volkovysk main line. Sites 1 and 2 have probable concrete ~~transloading~~ side-loading platforms and are probable military equipment transloading stations. An adjacent railroad yard along the main line is associated with these stations. There are no visible security fences in the area. At Site 3 the loading platforms are not present. However, secured excavations on a hill several hundred feet distant are

underway for two clusters of four probable POL tanks each. A ditch is under construction, from each of the two excavations, extending to the secured transloading site. Photographic interpretation and additional collateral indicated this site is a POL transloading facility with provision for surplus POL storage.

Sites 4 and 5 are located along the Bialystok-Grodno main line. Site 4 has a probable concrete ~~transloading~~ side-loading platform similar to those found at Sites 1 and 2, and it is also a probable military equipment transloading station. There is no associated railroad yard with this station, nor is there any apparent security fence. Site 5 has the configuration of a turning wye extending into a wooded area, but the poor quality of photography precludes further interpretation.

This brief discusses four rail spurs which appear on photography

25X1D

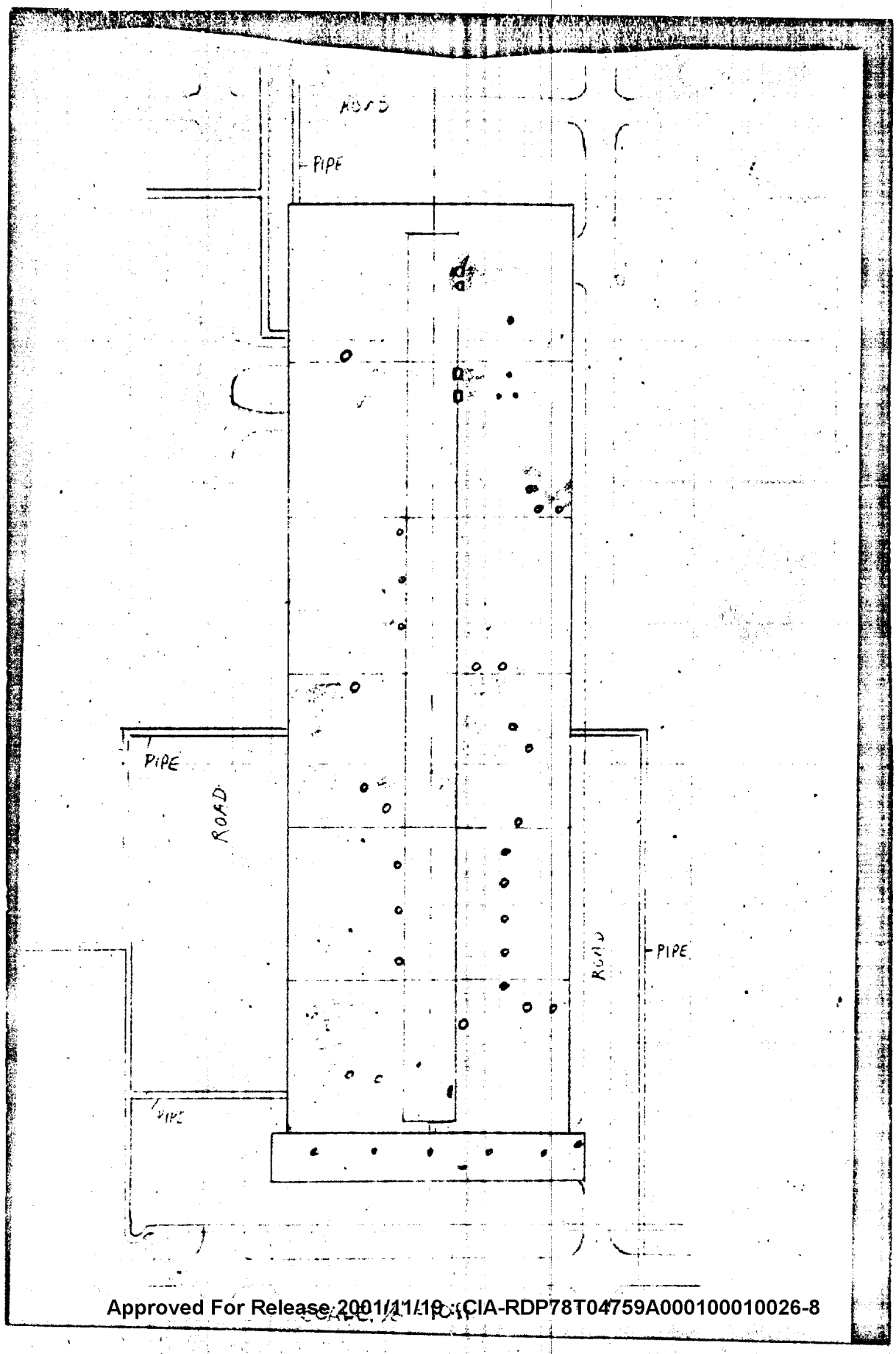
of [redacted] along the rail line connecting Elbing and Braunsberg, Poland. All four spurs leave the main line in a five-mile section 8 to 13 nautical miles south-southwest of the USSR border. (Figure 1)

An examination of these spurs has been made in order to determine if any guided missile activity is present as stated in a collateral report. From photography and other supporting collateral it has been concluded that these four spurs lead to transloading sites probably for military use. The main railline reportedly has both Russian and European standard gauge tracks. One Russian and one European gauge track lead into each site and at sites 1, 2 and 4 a side loading platform is apparent on photography.

At Site 3, loading platforms are not present. However, underground tanks, probably for POL storage, are being installed in an open double fenced area outside the woods where the site is located. A pipe line leads from this tank area to the rail road site. Photography and collateral indicate that this site is a fuel transloading facility with provision for fuel storage in the tank storage area.

A short distance WNW of the tanks is a small unfenced building area located next to an unsurfaced road connecting the villages of Kurah and Rautenberg. The buildings serve as a possible support area for the tanks and fuel transloading facility.

In addition to the spurs, three and possibly four rail yards are located along the main line tracks at positions indicated on Figure 1.



22 October 1958

MEMORANDUM FOR: CIA/PIC

FROM: Chief, Guided Missiles Division, SI

SUBJECT: Comments on PIC/R-1/58, October 1958, "Soviet Guided Missiles 7 November 1957 Moscow Parade"

The following changes are recommended:

a. Page 8 - Suggest line 2 read "ram air pressure tube" instead of "pitot tube."

[redacted] 25X1D

c. The method of arriving at some of the conclusions does not seem sound; for instance, liquid sustainer engine on the SAM.

d. It is conceded that this particular missile derived some of its physical characteristics from German concepts derived from the V-2. It is, however, erroneous to classify it as a "V-2" type missile or as a final phase in the V-2 series. There are two ports located near the forward end of the missile and it is considered unlikely that either of them are connected in any manner with a propellant loading system.

e. It would appear that there are obvious omissions from the line drawing which appears on page 19. Possibly such omissions stem from the analysis of the missile using only one view. Using both left and right side views, it is possible to discern three and probably four ports located midway between the four vanes as well as two diametrically opposed ports near the base of the nose cone.

f. A more complete analysis of this missile will appear in the near future as PD 2-28. Graphics analysis was used as a part of this paper.

[redacted] 25X1A

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